

CONTINUING RECENT PRECEDENTS

During the 1970's, when Dallas was changing by leaps and bounds, the LBJ freeway was a route to bypass downtown. Since then, however, with the opening of D/FW Airport and the continuing growth of North Dallas and the northern suburbs, the LBJ freeway has become a vital beltway connector for the surrounding communities. In the late 1970's and early 1980's private and public groups were at odds over the development of North Dallas. While the construction boom was bringing significant private development to the area, the city was sounding the alarm of an overtaxed transportation system. Today, that system is truly overloaded, and is home to some of the busiest intersections in the country. Private and public interests are finally working together, aiming to rectify this situation and increase the capacity of the LBJ Corridor, primarily within the existing right-of-way.

The success of recent highway projects in North Texas has led both private and public groups to show greater interest in this project. The recent refinements of the North Central Expressway and the Dallas North Tollway have prompted private interests to organize into advisory groups and become productively involved. The public involvement during the planning of the new LBJ Corridor is at a new level as well. With all these factors, the range of possibilities is greater than ever. Before us is an exciting opportunity to redefine a highway that is intimately linked to the community it serves.

THE PROPOSED LBJ CORRIDOR

The vision of the expanded and refined LBJ Corridor is that of a cohesive roadway design. It incorporates distinctive signage to alert users to entrances, exits, and important retail and business nodes; it sensitively maintains critical cross links; and it allows for generous amounts of greenery to soften the views both to and from the road, and improves the driving experience. With a thoughtful approach, careful coordination, and clear communication, the vision can become reality.

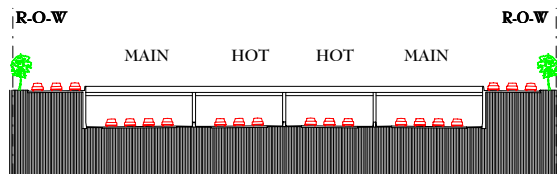
Throughout this report, we will expand upon this vision, working within the parameters set by the Major Investment Study prepared for this project.

Page 3 refers to the locally preferred alternative (LPA) for various portions of the LBJ Corridor (see map, page 5). Generally following the current roadway elevations, the proposed LBJ--starting at Luna Road and going east--will begin with the main lanes and High Occupancy / Toll (HOT) lanes at the same grade. After crossing Josey Lane, the HOT lanes will cross under the main lanes and continue between the main lanes and the frontage road. After Webb Chapel, the frontage road will cantilever over the HOT lanes as necessary to fit into the existing right-of-way (R-O-W). After Midway Road, the HOT lanes will either continue under the cantilevered frontage road or descend into mined tunnels under the main lanes until near Preston Road. At this point the HOT lanes will cross under the main lanes and emerge in the center of the roadway at the same grade as the main lanes. This will occur before Hillcrest and will continue to Central Expressway. Beyond Central Expressway, the HOT lanes will continue with two HOT lanes and five main lanes in each direction to Skillman Street, at which point the HOT lanes will become two reversible lanes until their final connection with Interstate 30.

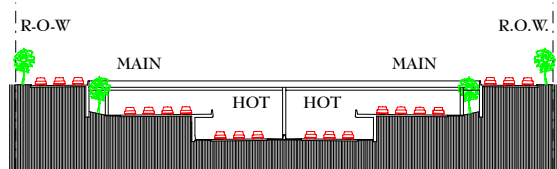
These important links, combined with well maintained green spaces adjacent to the roadway, will form a positive connection between the freeway and neighboring communities.

LOCALLY PREFERRED ALTERNATIVE

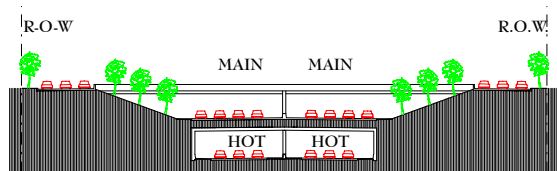
WEST LPA



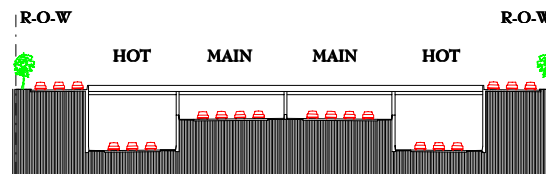
Main lanes and HOT lanes (inside) at same grade.



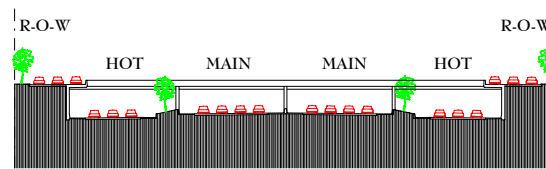
Outside main lanes cantilevered over inside HOT lanes .



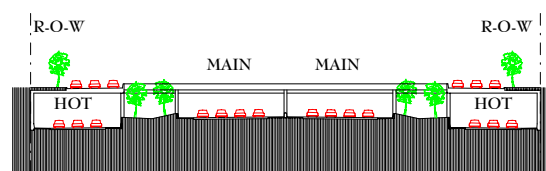
HOT lanes in tunnel under main lanes.



HOT lanes between main lanes and frontage road.

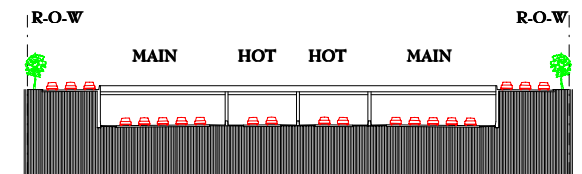


Frontage road cantilevered over outside HOT lanes.

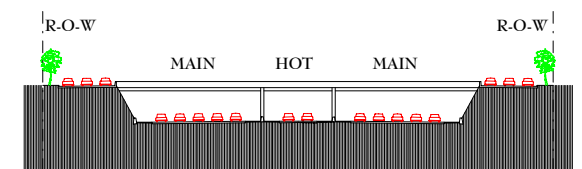


HOT lanes in cut-and-cover tunnels under frontage roads.

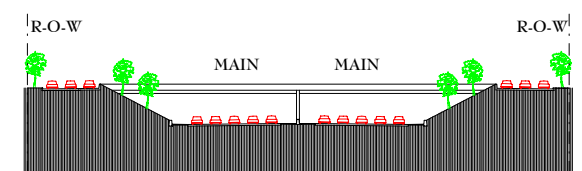
EAST LPA



US-75 to Skillman Street: Ten outside main lanes and four inside HOT lanes.



Skillman Street to Interstate 30: Ten outside main lanes with two reversible HOT lanes in between.



Interstate 30 to US-80: Ten main lanes.

LOCAL PARTICIPATION

The involvement of local groups and organizations during the planning process helps create better solutions that will be mutually beneficial for everyone. In response to the public's genuine concern about the future of the LBJ Corridor, TxDOT set up a system that allows for input from various groups interested in the 21 miles being studied.

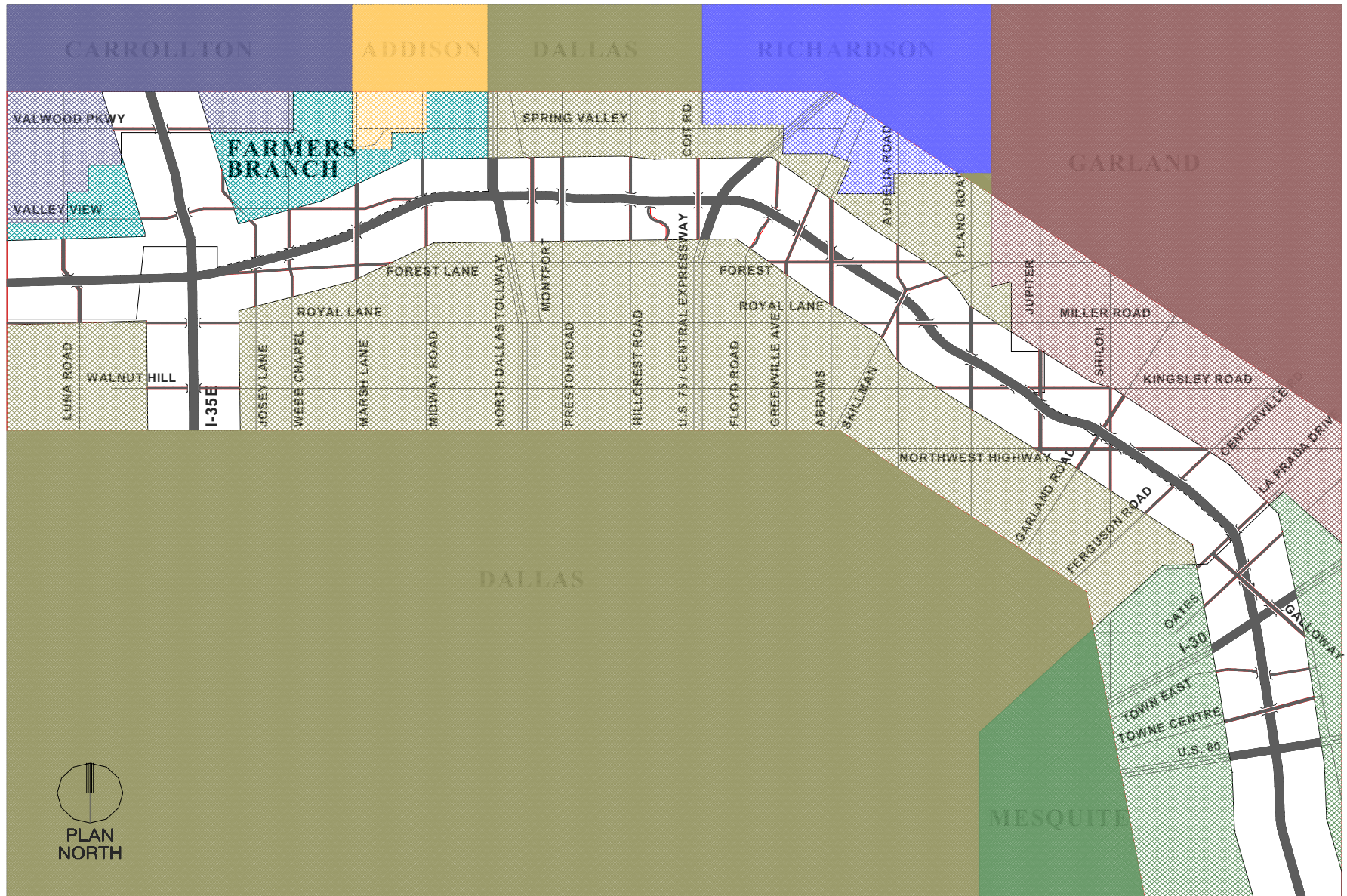
Six public groups were formed: west-side homeowners and business owners, east-side homeowners and business owners, commuter groups, and environmental interest groups. These six groups identified issues of concern that were then studied in detail by Focus Groups. Next, the Focus Groups met with a Technical Advisory Committee (TAC) formed of transportation professionals, and the Study Concept Development Committee (SCDC) formed of citizens representing a cross section of interests. The TAC and SCDC then met with an LBJ Executive Board (LBJEB), composed of representatives of adjacent city councils, homeowners, businesses, commuters, and environmental groups. The Board worked for three years to balance the pace of the study to match community acceptance, input, and participation, and proposed final recommendations to local governing agencies.

Also formed during the study was the North Dallas Chamber of Commerce (NDCC)/LBJ Task Force. This is a community based group that provides an additional regular forum for the LBJ participants to discuss the LBJ Corridor Study. This task force has participated in LBJ committee meetings and supported additional outreach opportunities for the project.

The conclusions drawn from these many committee efforts are documented in the LBJ Major Investment Study, completed in December 1996. The schematic design of the LBJ Corridor is based on the preferred alternatives outlined in that study. Many local agencies provided resolutions and letters of support during the creation of the Major Investment Study and have remained involved during the schematic design phase. These agencies include NCTCOG Executive

Board, Regional Transportation Council, TxDOT - Dallas District, Dallas Area Rapid Transit, Texas Turnpike Authority, Dallas County, City of Dallas, City of Farmers Branch, City of Garland, City of Mesquite, City of Richardson, Mesquite Chamber of Commerce, Richardson Chamber of Commerce, North Dallas Chamber of Commerce (NDCC), Citizens Response Coalition, and the Dallas Regional Mobility Coalition. Through the efforts of these groups and organizations the LBJ Corridor study is receiving widespread support and participation.

The map on page 5 shows the extent of the 21-mile study, and the governing bodies adjacent to the project. The white zone represents the areas immediately adjacent to the highway, and the faded zone, represents areas that should see secondary benefits from the highway's expansion, such as decreased traffic loads.



LOCAL DISTRICTS